

Taking you from Los Angeles to San Diego in *78 minutes*



CALIFORNIA
High-Speed Rail

CALIFORNIA HIGH-SPEED TRAIN

Los Angeles to San Diego via the Inland Empire Section

What Is the High-Speed Train?

California's High-Speed Train is proposed for travel between major metropolitan areas of California. This fast, safe and reliable system would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north.

Where Will It Go Between Los Angeles and San Diego?

The proposed alignment for the Los Angeles to San Diego via the Inland Empire Section (LA-SD) will go from Los Angeles Union Station to San Diego through the San Gabriel Valley and Inland Empire in 78 minutes and will generally travel in or immediately adjacent to existing railroad and highway rights-of-way. A series of alternatives through the LA-SD Section are currently being considered. Generally, the alignments travel east from Los Angeles Union Station to Ontario Airport, San Bernardino and Riverside, then south along the I-215 or I-15 corridors to San Diego. A number of intermediate station locations are being explored, including El Monte, West Covina, Pomona, Industry, Ontario Airport, San Bernardino, Riverside, Corona, Murrieta, Escondido, University City, Lindbergh Airfield and Downtown San Diego. Travel times from Los Angeles to Ontario Airport and Riverside will be 25 and 33 minutes, respectively. Travel time between Riverside and San Diego will be 48 minutes.

Investing In California's Future

In the November 2008 election, California voters decided there should be public investment in a statewide high-speed train project by approving Proposition 1A, a \$9.95 billion bond measure. Proposition 1A will provide \$9 billion for building the high-speed train system and \$950 million for improvements to other transit services that connect to high-speed train service.

The Southern California Inland Corridor Group

Active since 2008, the Southern California Inland Corridor Group (So Cal ICG) has assisted the Authority with the local review and development of the LA-SD Section. The So Cal ICG is a formal partnership between the Authority, the lead transportation agencies and the Metropolitan Planning Organizations of this region. It includes: Southern California Association of Governments (SCAG), San Diego Association of Governments (SANDAG), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (Metro), the San Diego County Regional Airport Authority (SDCRAA) and Caltrans.



Everyone Benefits

The benefits of high-speed rail are significant and wide-spread. Highlights include:

- **Protect the Environment** - Early estimates show that high-speed trains will reduce greenhouse gas emissions by 12 billion pounds per year, equivalent to removing 1.4 million cars off the road annually.
- **Enhance the Economy** - The high-speed train will create nearly 600,000 construction-related jobs and is expected to generate up to 450,000 permanent jobs statewide once completed.
- **Better Connections** - Provides a safer, time and cost-efficient alternative to automobiles and will help relieve overcrowding at major airports.
- **Improve City Streets** - Locally, many existing at-grade railroad street crossings will be separated from vehicle traffic.
- **Reduce Traffic** - The statewide system has the potential to remove nearly 70 million auto trips per year.



What Are the LA-SD Alternatives?

In 2005, the California High-Speed Rail Authority (CHSRA) adopted a Program Environmental Impact Report/Environmental Impact Statement (Program EIR/EIS), which identified a single alignment between Los Angeles and San Diego. Since then, the alignment has been expanded to include additional local alternatives and design options in each of the four counties as result of consultation with county Technical Working Groups (TWGs) and the Public Scoping Process in fall 2009, respectively. For this 170-mile corridor, over 500 miles of alternatives are being evaluated, and over 800 miles including design options.

Where Are We Now for LA-SD?

The LA-SD Section is now in the Preliminary Alternatives Analysis (AA) phase. During this phase of the project, the current set of alternatives will undergo analysis to determine if each alternative is practical and feasible. Evaluation factors include: operations, community disruption and impacts, travel time, capital and operating costs, constructability, environmental constraints and impacts, intermodal connections, development potential, property impacts and right-of-way constraints.

The Preliminary AA Report is expected in March of 2011, when the existing number of alternatives will be reduced. Following this presentation to the CHSRA Board of Directors, additional public input will be sought on alternatives carried forward and further refinements will be completed. All updated information will then be presented in a Supplemental AA Report that will identify all alternatives that will advance into the environmental document. Upon funding availability, the engineering and project-level environmental analysis will commence in 2011. A Record of Decision/Notice of Determination is planned for 2013/2014, subject to funding availability.



GET INVOLVED

The project team is available to answer your questions and receive your comments.

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